



## U.S. Highway 89 Corridor Plan



Open House #1  
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Paris Elementary School  
Paris, Idaho

### **Staff**

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### **Meeting Summary**

Participants were asked to identify issues or problems along the corridor. The number in parentheses indicates the number of people that agreed with or supported that statement.

General – must be able to safely accommodate higher future volumes throughout corridor. (1)

General – USPS rural route drivers say there are difficult, unsafe conditions, high speeds, vertical curves, conflicts between slow-moving vehicles such as mail trucks and garbage trucks pulling out onto highway and faster through traffic. (1)

4<sup>th</sup> Street /Clay Street – signal needed due to accidents caused by westbound vehicles on US 89 not stopping at stop sign. (1)

8<sup>th</sup> Street /Washington Street – signal detection on loop on southbound approach of 8<sup>th</sup> Street in wrong location (too close to centerline) so that signal gets actuated by vehicles turning from Washington onto 8<sup>th</sup> Street. Green phase for 8<sup>th</sup> Street also needs to be lengthened by a few seconds. (1)

8<sup>th</sup> Street (Montpelier) to west of railroad overpass – better driver awareness of lower speed limit in Montpelier needed. More speed limit enforcement also needed. (1)

West of Montpelier – reduce existing 65 mph speed limit between Walton Feed and Montpelier city limit because of conflicts with vehicles turning in and out of driveways. (1)

Bear Lake Canal Bridge to Paris – narrow roadway, no shoulders for pull-off. If shoulders can't be widened then may need to lower speed limit. (4)

Ovid corner – better driver awareness of intersection needed for eastbound vehicles on Highway 36. Also combine two existing intersections into one. (2)

Ovid corner – conflicts between trucks accessing lumber company. on east side of US 89 (15-20 trucks/day delivering logs, 3 – 8 trucks/day delivering finished lumber products in summer). Speeds also too fast around curve. (2)

Ovid corner – safety problem due to poor intersection configuration. Need to alternative route or realignment, possibly to the east of lumber company. (10)

Ovid to Paris – narrow roadway, with vertical curves between Church Farm Road and Lanark Road that limit sight distance from US 89. Fatal accident last week at Church Farm Road (farm vehicle towing irrigation pipe rear-ended by passenger vehicle). (4)

Ovid to Paris – narrow shoulder widths. (3)

Ovid to Paris – more frequent conflicts between farm and non-farm vehicles in this area. May need to lower existing speed limit or provide frontage roads. (2)

Ovid to Paris – weather-related driving problems in winter (blowing snow, low visibility, snow drifts on road). (1)

Lanark Road to Paris Cemetery Road – reduce existing speed limits. (2)

2<sup>nd</sup> North Street (Paris) to Goebel Lane – reduce existing 65 mph speed limit to 45 mph because of numerous driveways, residential development adjacent to highway, school bus stops, children in area. (8)

Paris between Stucki Road and Paris Cemetery Road - reduce existing 65 mph speed limit to 45 mph because of numerous driveways, residential development adjacent to highway. (2)

Paris – existing 25 mph speed limit through center of Paris may be too slow. (1)

North Beach Road – 55 mph speed limit with conflicts between vehicles slowing to turn onto North Beach Road and through vehicles. One-half mile backups on westbound North Beach Road in summer. Need northbound right-turn lane and westbound left-turn lanes. Proposed food mart/rental shop will add to problem. (2)

St. Charles - reduce existing 65 mph speed limit on south end of town because of residential development. (3)

St. Charles between Transtrum Road and North Beach Road – reduce existing speed limit from 55 mph to 45 mph due to number of driveways and turning vehicles at North Beach Road. (3)

St. Charles to Fish Haven – may need lower existing 65 mph speed limit in future due to increase in traffic accessing US 89. (1)

Fish Haven Cemetery Road – need scenic pull-off in this area. (1)

Fish Haven Cemetery Road to Utah state line – narrow road, numerous driveway traffic conflicts. (2)

Fish Haven – future growth will cause increased congestion at intersections along US 89. (1)

Fish Haven Canyon Road – Poor sight distance due to parked vehicles north and south (in front of Gladys') of intersection. (2)

Fish Haven – alternate route needed to west of Fish Haven due to general traffic operations problems along existing US 89. Existing US 89 could be used as frontage road. Would need to coordinate with Utah DOT. (2)

Bear Lake West (Lake West Blvd.) to Fish Haven Canyon Road – congestion, poor sight distance from intersections and driveways. Need turn lanes or center turn lane. Parking along shoulders near Bear Lake West beach. (2)

Utah state line – school bus/snow plow truck turnaround needed (vehicles must now back up onto highway to turn around – illegal for school buses to do). (1)

Utah state line to North Beach Road – need bike lane (1<sup>st</sup> priority). Second priority is to extend from North Beach Road to Paris. (1)

Utah state line to North Beach Road – any future widening of roadway needs to be limited due to scenic nature of this area. (1)